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Calendar No. 528

101ST CONGRESS *2d Session*	SENATE	REPORT 101-277

CERTIFICATION OF DOCUMENTATION FOR THE VESSEL "SINBAD"

Mr. HOLLINGS, from the Committee on Commerce, Science, and Transportation, submitted the following

REPORT

OF THE

SENATE COMMITTEE ON COMMERCE, SCIENCE, AND TRANSPORTATION

ON

S. 1856

MAY 2 (legislative day, APRIL 18), 1990.—Ordered to be printed

U.S. GOVERNMENT PRINTING OFFICE
39-010 WASHINGTON : 1990

S.263-4

COMMITTEE ON COMMERCE, SCIENCE, AND TRANSPORTATION

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Mr. HOLLINGS, from the Committee on Commerce, Science, and Transportation, submitted the following

REPORT

[To accompany S. 1856]

The Committee on Commerce, Science, and Transportation, to which was referred the bill (S. 1856) to authorize a certificate of documentation for the vessel *Sinbad*, having considered the same, reports favorably thereon and recommends that the bill do pass.

PURPOSE OF BILL

S. 1856, as reported, grants coastwise trading and fisheries privileges to the vessel *Sinbad*.

BACKGROUND AND NEEDS

Subject to certain limited exceptions, the law known as the Jones Act (section 27 of the Merchant Marine Act, 1920) and sections 12106 through 12108 of title 46, U.S. Code, provides that only those vessels built in the United States, continuously documented under the laws of the United States, and continuously owned by U.S. citizens may transport merchandise or passengers in the coastwise trade, or engage in the fisheries, of the United States.

Where the facts applicable to a particular vessel suggest that the U.S.-built or U.S.-owned requirements have not been satisfied, the Coast Guard may not issue a document granting coastwise trading or fisheries privileges for that vessel unless the requirements of the Jones Act and title 46 are statutorily waived.

The vessel *Sinbad* (formerly the *Sangria*), hull identification number 15846 and State of Alaska registration number AK 3650, is a 38-foot fiberglass fishing boat currently owned by Richard Lott of

Nikiski, Alaska. The vessel was built in Baltimore, Maryland in 1965. The vessel has had numerous owners since that time and has been used for a number of years in the commercial salmon and halibut fisheries around Cook Inlet, Alaska. Mr. Lott intends to use the vessel for commercial fishing operations.

When Mr. Lott filed a change of ownership request with the Coast Guard, it was determined that the *Sinbad* could not be issued a valid certificate of documentation for lack of a builder's certificate which proves that the vessel was constructed in the United States.

LEGISLATIVE HISTORY

S. 1856 was introduced on November 8, 1989, by Senator Stevens. In open executive session on April 3, 1990, the Committee considered S. 1856, and ordered the legislation reported favorably without objection and without amendment.

ESTIMATED COSTS

In accordance with paragraph 11(a) of rule XXVI of the Standing Rules of the Senate and section 403 of the Congressional Budget Act of 1974, the Committee provides the following cost estimate, prepared by the Congressional Budget Office:

U.S. CONGRESS,
CONGRESSIONAL BUDGET OFFICE,
Washington, DC, April 12, 1990.

Hon. ERNEST F. HOLLINGS,
Chairman, Committee on Commerce, Science, and Transportation, U.S. Senate, Washington, DC.

DEAR MR. CHAIRMAN: The Congressional Budget Office has reviewed S. 1856, a bill to authorize a certificate of documentation for the vessel *Sinbad*. The bill was ordered reported by the Senate Committee on Commerce, Science, and Transportation on April 3, 1990. Enactment of S. 1856 would not result in any cost to the federal government or to state or local governments.

If you wish further details on this estimate, we will be pleased to provide them. The CBO staff contact is Deborah Reis, who can be reached at 226-2860.

Sincerely,

ROBERT D. REISCHAUER,
Director.

REGULATORY IMPACT STATEMENT

In accordance with paragraph 11(b) of rule XXVI of the Standing Rules of the Senate, the Committee provides the following evaluation of the regulatory impact of the legislation, as reported.

Because S. 1856 does not create any new programs, the legislation will have no additional regulatory impact, and will result in no additional reporting requirements. The legislation will have no further effect on the number or types of individuals and businesses regulated, the economic impact of such regulation, the personal privacy of affected individuals, or the paperwork required from such individuals and businesses.

SECTION-BY-SECTION ANALYSIS

The bill consists of one section. It provides that, notwithstanding sections 12106, 12107, and 12108 of title 46, U.S. Code, and section 27 of the Merchant Marine Act, 1920 (46 App. U.S.C. 883), as applicable on the date of enactment of the bill, the vessel *Sinbad* (formerly the *Sangria*), hull identification number 15846 and State of Alaska registration number AK 3650, is eligible to engage in the coastwise trade and commercial fisheries, and the Secretary of Transportation may issue a certificate of documentation for such vessel.

CHANGES IN EXISTING LAW

In compliance with paragraph 12 of rule XXVI of the Standing Rules of the Senate, the Committee states that the bill as reported would make no change to existing law.

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